TABLE OF CONTENTS

Introduction and Contract History – Yellowstone National Park & Yellowstone Park Service Stations

Automobile service stations have existed in Yellowstone National Park since 1917 when Mrs. Pryor, of Yellowstone's Pryor Stores, Incorporated, constructed the first station at Mammoth.

In 1920, Hamilton Stores constructed a station at Old Faithful and one at Lake. They constructed a second station at Old Faithful and one at Fishing Bridge in 1927. The West Thumb Station, which has been removed, was built in 1947and operated by Hamilton Stores.

The Canyon Station was built in 1957 and was operated by Pryor Stores and the Yellowstone Park Company. At that time, the station at Mammoth was also operated jointly by the Yellowstone Park Company and Pryor Stores.

In 1947 Yellowstone Park Service Stations organized with Trevor Povah as General Manager, and relinquished their rights in the Canyon and Mammoth Stations to the Yellowstone Park Company. Hamilton Stores retained sole interest in their original five stations.

In 1953, Hamilton Stores and the Yellowstone Park Company entered into a joint venture agreement wherein each assumed 50 percent of the stations and profits. A new station was added to the joint venture at Tower Junction in 1962.

In 1966, due to the insolvency of the Yellowstone Park Company, the service station joint venture was reorganized. Yellowstone Park Company acquired 55 percent leaving 45 percent to Hamilton Stores. The Yellowstone Park Company, as part of the joint venture agreement, was to build and fully own a service station at Grant Village.

In 1968, during negotiations for a new Hamilton Stores' contract, the Yellowstone Park Company agreed to surrender its majority control of the service stations and return the joint venture to a 50-50 split. Hamilton Stores also purchased half of the Grant Village service station. As part of this agreement, the Yellowstone Park Company gained the right to sell limited gift and photographic supplies. At that time, the company turned the tackle sales shops at Bridge Bay and Grant Village over to Hamilton Stores and Hamilton Stores relinquished operation of the recreational vehicle park at Fishing Bridge.

The purpose of these negotiations was to transfer high profit operations to the Yellowstone Park Company which had the highest operating risks and the largest capital investment in the park. Hard feelings resulted between Hamilton Stores and the National Park Service.

In 1979, the National Park Service terminated the contract with the Yellowstone Park Company and purchased their compensable interest in the park. This purchase included the 50 percent ownership of Yellowstone Park Service Stations (YPSS). Hamilton Stores retained their 50 percent possessory interest. A joint venture agreement was negotiated between the National Park Service, TW Recreational Services (TWRS), and Hamilton Stores, to operate the stations.

In 2003, the National Park Service eliminated the Joint Venture agreement with the award of a new concessions contract for approved gasoline service, and limited visitor convenience items associated with auto services (i.e. oil, windshield washer fluid, windshield wipers, assorted belts, etc).

On an average, YPSS has grossed about 5 million dollars a year and employs about 60 seasonal employees and has a permanent staff of three.

Geographic Layout

The following section provides a general geographic orientation to the developed areas of the Park. A thorough understanding of the geography and flow between developed areas is necessary to analyze the movement of people, supplies, and employees from place to place. 0 contains additional details regarding the visitor services provided in each area.

More than 95 percent of Yellowstone's land mass remains undeveloped. This area is often referred to as the backcountry and the Park estimates that fewer than two percent of visitors venture more than ¼ of a mile away from paved roadways or developed areas to explore Yellowstone's backcountry. In keeping with the NPS mission to manage human impacts on the landscape, visitor services are located in several main concentrated areas. Exhibit 2 is a map that identifies each developed area of the Park. The following few paragraphs briefly describe each developed area.

- **Mammoth Hot Springs** is located in the northwest corner of the Park and features the Mammoth Hot Springs thermal area, historic Fort Yellowstone, and numerous other significant natural locations.
- **Tower-Roosevelt** is located in the North/Central portion of the Park and features Specimen Ridge, the largest concentration of petrified trees in the world; the 132-foot Tower Fall; the Lamar Buffalo Ranch, which currently serves as the home of the Yellowstone Institute and includes several buildings on the National Register of Historic Places; and the Lamar Valley, which offers wildlife viewing. Access to Tower-Roosevelt is provided on the north loop of Park Road. The closest Park entry points are at the north and northeast entrances, which are open year round.
- **Canyon Village** is located near the geographic center of the Park. Lookout points along the Canyon rim provide spectacular views of the Yellowstone River and its Upper and Lower Falls. Nearby Hayden Valley is a prime place to view grizzly bears and bison within the Park.
- **Lake Village** is located along the shore of Yellowstone Lake, the largest and highest freshwater lake in the United States, and contains the largest concentration of visitor facilities in the Park.
- **Bridge Bay** is located just southwest of the Lake Village. This area is known as being one of the top locations within the Park for bird-watching and the probability of seeing bears is higher here than in other areas.
- **Fishing Bridge** is located 1 mile north of the Lake Village complex. The bridge itself is the site of spring and early summer spawning runs of native fish and many of the constructed facilities in the area are historic in nature.
- **Old Faithful** is located in the southwest portion of the Park. It is the most visited developed area in the Park and contains one of the world's largest concentrations of geysers and other geothermal sites including the area's

namesake Old Faithful Geyser. In addition to the natural wonders within the area, the Old Faithful Inn, Old Faithful Lodge, and Old Faithful Snow Lodge are visitor attractions in and of themselves.

- **Grant Village** is located at the western end of Yellowstone Lake and is one of the first developed areas for visitors entering the Park through the south entrance.

- **Other developed areas** include:

  - Madison – features campsites, a winter-season warming hut and the Madison Museum
  - Norris – offers the Norris Geyser Basin (considered to be the hottest, oldest and most dynamic thermal area in the Park), the Norris Geyser Basin Museum, and additional campsites.

0outlines visitor services offered by geographic area including those offered under this concession contract as well as other service providers. The map in Exhibit 2 provides a geographic depiction of the Park and the developed areas. Additional maps and detail may be found at www.nps.gov/yell.

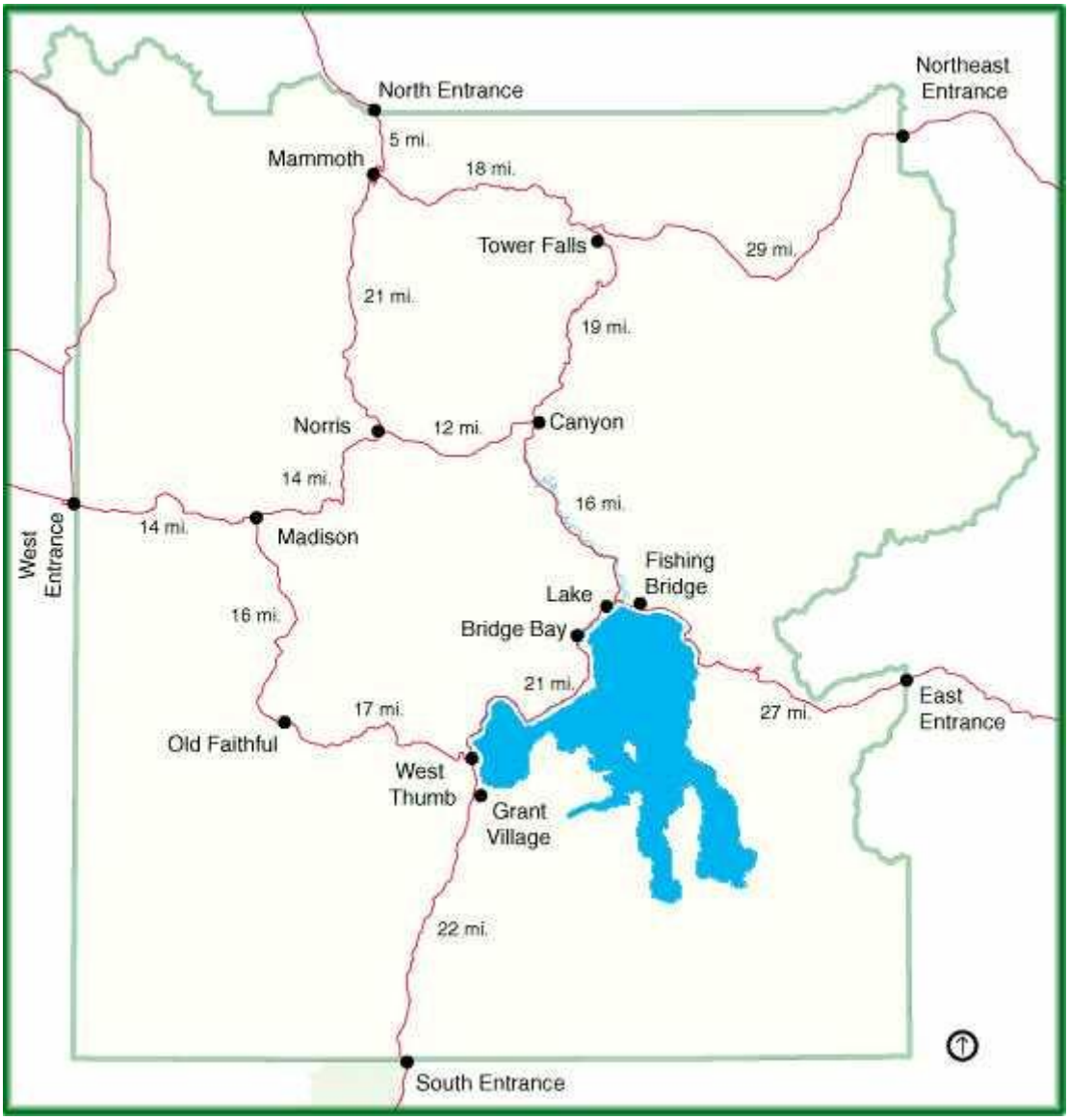
Exhibit 1 - Concessioner Operated Visitor Services by Geographic Area

	Services Under this Contract					Other Primary Concession and NPS Operations		
	Lodging	F&B	Retail	Camping	Other	YPSS	YGS	Other
Mammoth Hot Springs	√	√	√		Winter Operations	√	√	Medical Clinic, Park Headquarters, Post Office, Visitors Center, NPS Campground
Tower-Roosevelt	√	√	√		Cookout, Livery	√	√	
Canyon Village	√	√	√	√	Livery, Warming Hut	√	√	Visitors Center
Lake Village	√	√	√			√	√	Visitors Center, Post Office, Medical Clinic
Bridge Bay				√	Marina		√	
Fishing Bridge			√	√		√	√	Visitors Center
Old Faithful	√	√	√		Winter Operations	√	√	Visitors Center, Post Office, Medical Clinic
Grant Village and West Thumb	√	√	√	√	Warming Hut, public boat ramp	√	√	Visitors Center, Post Office
Madison				√	Warming Hut			Madison Museum, NPS Campground
Norris								Norris Geyser Basin Museum, NPS Campground, Ranger Museum

Notes:
√ Indicates service offered at this location
YPSS – Yellowstone Park Service Stations offer fuel, towing and limited auto repair
YGS – Yellowstone General Stores (operated by Delaware North Parks and Resorts, Inc.) offer retail and limited food service
Existing Yellowstone General Store contract includes the removal of a store at Tower Falls and construction of a new store near Tower Junction.
The NPS operates several campgrounds, visitor centers, and other facilities throughout the Park

Source: National Park Service

Exhibit 2 - Park Map



Source: National Park Service

LOCATIONS:

Mammoth – This service station was constructed in 1940.

Service - There would be no major changes in the operation of the Mammoth service station except to include self-service gasoline, minor repairs, and limited parts and accessories.

Merchandising - Only merchandise associated with the operation and repair of automobiles would be permitted at this station. Soft drinks, candy or other incidental food sales may be allowed upon approval by the National Park Service. The station would continue to provide visitor assistance including gas assists, jump starts, and lock out assistance. Tires and other major merchandise would be optional.

Season – The basic season would remain the first week in May to the middle of October. No winter service is proposed at this station other than when credit card pumps are installed, gas may be available year-round.

Wrecker Service – Wrecker service for the Mammoth area would be provided by licensed operators from the Gardiner area.

Facility Construction/Maintenance – Leave existing historic structure. Underground storage tanks have been replaced at this station and no significant rehabilitation is needed. Continue cyclic maintenance to preserve station. Accessible restrooms may be constructed.

Noted Deficiencies - NPS Contracted Condition Assessments and noted deficiencies have not been edited.

Mammoth Station –

- The existing equipment shed at the west end of the building is in very poor condition. It should be removed and replaced. This component sequence addresses demolition and a new concrete slab.

(Mammoth cont'd)

- The existing concrete floor slab in Sales 101 is cracked and has settled. The cracks should be repaired / stabilized and a leveling topping applied, then painted.
- The floor joists beneath Storage 103 are unstable and out of level. The existing wood flooring should be removed, damaged joists replaced and the floor system stabilized. Plywood subfloor should be installed.
- The double barge rafters on the west gable of the fueling island canopy are damaged and should be replaced.
- The beams and columns are in need of scraping, sanding and re-finishing. The presence of lead based paint on the columns and beams should be assumed.
- The exposed deck and rafters are due for painting. This Component Sequence provides the roof structure for the new equipment shed including joists and decking. Observed some movement in canopy structure and noted that seismic restraint was not present. Slat type diaphragm does not adequately tie canopy to main building structure, therefore, the canopy may move independent of the main structure when experiencing a seismic event. In its present condition, the canopy is at risk of becoming unstable and collapsing during a seismic event. Further seismic investigation by a qualified structural engineer is recommended.
- The wood shingle siding and the 2x above the stone veneer are due for replacement in kind.
- All stone veneer all around the building and at the canopy pillars is in need if a major rehabilitation. The mortar is in poor condition and many stones are missing.
- The concrete caps at the top of the low stone pillars at the fueling island canopy are deteriorating and should be replaced. The Component Sequence provides the wall structure and siding for new equipment shed.
- The exterior wood windows are in need of rehabilitation. The existing paint should be stripped, the wood elements repaired, primed and painted.
- Except for the two restrooms, doors are in need of rehabilitation and new hardware. The existing paint should be stripped, the wood elements repaired, primed and painted. This Component Sequence provides new doors and hardware for the new equipment shed.
- The wood roof shingles are beyond their life and should be replaced as part of the overall exterior rehabilitation of this building.
- The wood floor in Office 102 is sound and in good condition. It is due for re-finishing and painting. This Component Sequence provides new wood flooring for Storage 103 where the existing joists need rehabilitation. It also includes painting of the new flooring.
- Hand wash sink needed in vehicle service/repair area.
- Emergency eye-wash station required in vehicle service / repair area. Backflow protection required at domestic water building entrance.
- Toilet exhaust not allowed to discharge into attic space; extend duct up through roof and discharge to outdoors.
- Building currently has no fire protection and should be upgraded with an automatic dry tape sprinkler system.

(Mammoth cont'd)

- The GFIC receptacles on the exterior of the building need to have the old flip-lid covers replaced with "continuous-use" covers.
- Back storage portion of building is using incandescent "keyless" light fixtures and should have them upgraded to T8 fluorescent strip to match sales portion of building. The existing incandescent lighting system currently used for the exterior fuel area canopy provides inadequate lighting. The canopy lighting should be upgraded with some HID fixtures.
- The existing telephone system wiring is exposed on the surface of the building, both interior and exterior, risking damage and service disruption. Install telephone cabling inside new ¾" conduit system.
- Building currently has no fire alarm system and should have a new zoned system installed in conjunction with a new fire sprinkler system. Currently there is no emergency lighting or exit signal anywhere in the building. Add battery back-up emergency lighting and exit signs to illuminate paths and exit locations.
- The existing asphalt paving around the building is in poor condition on the east side of the building and should be replaced. The paving on the west side is in need of patching / leveling into the main roadway and then a seal coat over the remainder.

Mammoth Dorm –

- Erosion has exposed stepped foundation wall at north end of building. Remove stones and build retaining wall to stabilize backfill.
- Existing wood deck, steps and railing pose significant safety hazard. Remove and replace all elements.
- At gable ends: The existing 1x support bracket beneath log outrigger at ridge is inadequate for the loading. Recommend replacing 1x bracket with two 2x8 bearing brackets attached to studs with lag bolts
- Attic Space: Rafter diagonal bracing is damaged. Exterior log trusses at gable ends sag and connections are loose.
- Sections of siding on west side of building have been "pieced in" to cover abandoned window openings. The sections of added siding should be removed and replaced to assure continuous weather protection from top to bottom of wall.
- Gable end wall studs are inadequately blocked in place at roof structure.
- Small wood window in north wall of Room 107 is in fair to poor condition and should be replaced in the next 5 to 10 years.
- All other exterior windows are fairly new and in good condition.
- The two exterior doors, frames and hardware are in poor condition and should be replaced.
- The wood shingle roof is near the end of its service life and should be replaced within the next 5 years.
- The interior doors and frames are due for maintenance painting. The majority of doors are varnished. It may be best to sand, prime and paint them.
- Half of the metal bi-fold for closet 104 is missing. Remove the other half and track and replace with a new set of flush wood bi-fold doors and track.
- All gypsum board interior walls are due for maintenance painting.

(Mammoth cont'd)

- The sealant at the base of the shower units where they abut the sheet vinyl flooring is deteriorated- remove and replace.
- All gypsum board interior ceilings are due for maintenance painting.
- Domestic water entrance does not have backflow protection. Install reduced pressure backflow preventer at water entrance. Portion of domestic water piping at entrance is galvanized steel and should be replaced with copper.
- Building currently has no fire protection and should be upgraded with a dry type fire sprinkler system.
- The old, unused portion of the original electrical service should be disconnected and removed from the building. There is no disconnecting means within sight if the electrical water heater. For safety and code compliance, add a new 30A, non-fused disconnect for the water heater overtop of the existing j-box in the wall.
- Existing incandescent lighting system is not very energy efficient and doesn't do a very good job of lighting the inside of the building. Upgrade lighting system to energy efficient T8 fixtures for energy saving and better light output.
- The existing telephone service entrance is located on the exterior of the building and all the telephone cabling for the building is routed on the exterior surface of the building. To avoid any surface interruptions due to weather and wildlife, the telephone service equipment and cabling should be re-routed on the inside of the building through the crawlspace or attic. To further protect from weather and wildlife damage, the existing antenna system wiring that is mounted on the exterior surface of the building should be installed in metal conduit or re-routed into the crawlspace.
- The concrete steps and a section of the concrete slab up to the south entry have settled due to lack of adequate subgrade support. Replace steps and section of slab. Concrete piers should be installed to at least 36" below grade to stabilize steps against future erosion and settlement.

Tower Falls Junction - This station was built in 1962 during the Mission 66 Era and is out of character with the rustic aesthetics of the Roosevelt area.

Merchandising – The small Delaware North Corporation Store adjacent to Roosevelt Lodge would continue to sell visitor convenience items, limited groceries, microwave foods, books, maps, camper supplies and limited souvenirs.

Season – The basic season is the latter park of May to the latter part of September.

Wrecker Service – would not be available at this location.

Facility Construction/Maintenance – The station is cement block construction. Underground storage tanks have been replaced at this station. Accessible public restrooms are available.

Noted Deficiencies

Tower Falls Junction/Roosevelt Station –

- Exterior CMU mortar joints are deteriorated and require re-pointing. There are numerous cracks, broken or missing concrete masonry units that require replacement.
- Metal bases for fueling islands are due for painting.
- Metal columns for fueling island canopy are due for painting.
- Metal roof beams for fueling island canopy are due for painting.
- Exterior plywood soffits are due for painting.
- Exterior wood overhead door is deteriorating and due for replacement.
- Exterior hollow metal doors and frames are due for painting.
- Interior wood door is due for painting.
- Exterior metal gutters and downspouts are damaged and due for replacement.
- Concrete floors in Rooms 101 (sales) and 102 (office) are due for painting.

(Tower Junction/Roosevelt cont'd)

- Ceiling in Room 101 (sales) exhibits un-repaired water damage from previous roof leaks. Repair bubbles and deteriorated tape joints in gypsum board and paint.
- Hand wash sink needed in vehicle repair / service area.
- Emergency eye wash station required in vehicle repair / service area.
- Backflow protection required at domestic water building entrance.
- Outside hose bibs require vacuum breakers & should also be upgraded with freeze protection.
- If repair room with overhead garage door is used for indoor vehicle service exhaust/ ventilation system is required.
- Building currently has no fire protection and should be upgraded with an automatic dry type fire sprinkler system.
- The receptacles located on the exterior of the building are not GFCI protected and do not have weather proof covers on them. Replace with new GFCI receptacles and "continuous use" weather-proof covers. The convenience receptacles located in the repair garage are not GFCI protected.
- Due to the concrete floors and the likelihood of water in these locations, these devices should be replaced with new GFCI receptacles and covers.
- Some of the lamps for the exterior canopy fluorescent fixtures are beginning to fail.
- To increase light output for safety and security a group re-lamp of all the exterior fixtures is recommended. Currently the lighting system in the repair garage is with one incandescent pendent fixture. Recommend adding some additional fluorescent lighting in this area. The existing lighting for the site consists of two incandescent fixtures near the road (one of which has no lamp.)
- For increased safety and security, recommend replacing these two fixtures with new HID area roadway poles and fixtures.
- The existing telephone system wiring is ran exposed on the surface of the building, both interior and exterior, risking damage and service disruption. Install telephone cabling inside new ¾" conduit system. The existing grounding system for the incoming telephone service consists of some metal plumber's tape wrapped around the exterior water hose bib. To correct this inadequate grounding, a new grounding electrolyte conductor should be installed from the main electrical service entrance ground.
- Building currently has no fire alarm system and should have a new zoned system installed in conjunction with a new fire sprinkler system.
- Currently, there is no emergency lighting or exit signage anywhere in the building. Add battery back-up emergency lighting and exit signs to illuminate paths of egress and exit locations.
- Asphalt concrete paving around the immediate area of the Service Station is in poor condition or has completely weathered away. This area should receive new asphalt concrete paving to control dust and damage to fueling equipment.

Fishing Bridge

This station and repair garage were built in 1927.

Service – This service station would continue to provide gas services, auto repair and wrecker service. Year-round gas is available with 24-hour credit card pumps. Jump starts, gas assist, lock out assistance and tires would be provided.

Merchandising – Items for sale include NPS approved visitor convenience items.

Season – The Fishing Bridge station would be open from mid-May to early September.

Wrecker Service – Wrecker service could be available at this location. Towing and repair service will continue to be provided.

Facility Construction/Maintenance - The underground storage tanks were replaced in 2004.

Noted Deficiencies

Fishing Bridge Station –

- The log barge rafters in all 4 gables are rotted and should be replaced.
- The end of the log eave and ridge beams in the east and west gables, and the eave beams in the north gable, are rotted and should be replaced.
- The "false" ridge log in the north gable is rotted and should be replaced.
  The first row of 2x12 wood decking and the log rafter tails in various locations around the building are rotted and in need of either repair or replacement as follows; replace
- 7 tails at the east eave of the north canopy, repair 10 tails at the west eave of the north canopy, replace 4 tails at the east eave of the south canopy, replace 4 tails at the west eave of the south canopy, repair 6 tails on the south eave, East of the south canopy, repair 5 tails on the south eave west of the south canopy and replace the first row of 2x12 wood decking all around the perimeter of the building.

(Fishing Bridge Station cont'd)

- Roof replacement is addressed in a separate Deficiency Sequence. No connector at roof purlin (member that support rafters between trusses) to truss connection.
- No seismic connections were observed between the roof system and the top of concrete walls. Further seismic investigation by a qualified structural engineer is recommended. Separation of connection in truss compression web (diagonal) member. The observed separation seems to indicate that the weight of planking on the bottom chord of the truss exceeds the original truss design load. Further investigation is needed to determine if the truss and truss parts are adequate and if they are adequately connected together. The work for this Deficiency Sequence can be combined with the recommended seismic analysis addressed by a separate Deficiency Sequence.
- The wall shingles in the west, north and east gables are either deteriorated or have been damaged over time and should be replaced.
- The upper exposed surface of the horizontal wall logs at the top of the concrete walls in the east and west gables in beginning to weather. These logs should be repaired and painted.
- The bases of the logs at the southeast corner of the main building are deteriorated and should be restored and painted. This will require high performance consolidants and filters.
- Gable end walls: No header located over attic windows. Gable end walls: Questionable support of purlin (wood member that spans from truss to wall and supports the roof rafters) at exterior wall.
- Crack in concrete wall over door into restroom.
- The exterior wood windows are in need of rehabilitation consisting of stripping, filling, sanding, priming and painting. The presence of lead based paint should be assumed.
- The doors and hardware to Restroom 103 and Restroom 104 are in poor condition and should be replaced in kind to match the historical character of the existing materials.
- The exterior wood doors and door frames, except the doors and frames being replaced for Restroom 103 and 104 are in need of rehabilitation consisting of stripping, filling, sanding, priming and painting. The presence of lead based paint should be assumed.
- The existing asphalt shingle roof is in very poor condition and should be replaced with that material.
- 10% if the wood deck should be assumed as in need of replacement.
- The roof replacement should be coordinated with the log rafter replacement addressed in a separate Deficiency Sequence.
- The plastic wainscot in Restroom 103 and Restroom 104 is in very poor condition and should be replaced with similar material to the full height of the walls to aid future maintenance.
- The sheet vinyl flooring in Restroom 103 and Restroom 104 is in poor condition and is due for replacement with new sheet vinyl flooring.
- The fixtures and toilet partitions in Restroom 103 and Restroom 104 are not handicap accessible.

(Fishing Bridge Station cont'd)

- If this facility is to be brought up to current standards, then 1 accessible water closet, lavatory and, in the case of Restroom 104, 1 urinal must meet ADA requirements.
- In any event, the toilet partitions are in poor condition and should be replaced.
- Building currently has no domestic hot water. Install electric water heater and pipe to all fixtures requiring hot water.
- Domestic water entrance does not have backflow protection. Install reduced pressure backflow preventer at domestic water entrance. Existing domestic water piping is dated and has been modified several times over the years with a mix of galvanized and copper pipe. Replacement of entire system is recommended.
- Electric unit heater in men's room is dated and the women's restroom has no heat. Remove unit heater in men's restroom and install new electric wall heaters in both restrooms.
- Building currently has no fire protection and should be upgraded with a dry type fire sprinkler system.
- Currently, there are no GFCI receptacles in the public bathrooms. The only available receptacles in the bathroom is the single, 2-prong outlet located in the existing vanity light fixtures, which is not grounded and not GFCI protected. Recommend adding a dedicated GFCI receptacle in each bathroom.
- Lighting in the public restrooms is outdated incandescent fixtures. Recommend replacing fixtures with new in the same locations and adding occupancy sensors for control in place of snap switches. One of the lights in the storage room is not working and needs to have the ballast and lamps replaced. Recommend upgrading all the interior lighting to new T-8 lamps and electronic ballasts. Also recommend adding another fixture near door into the storage room and a few more in the sales area for more light. Some of the existing lighting currently used for the exterior canopies provide inadequate lighting. The canopy lighting should be upgraded with some HID fixtures.
- The existing telephone system wiring is ran exposed in the surface of the building, both interior and exterior, risking damage and service disruption. Install telephone cabling inside new ¾" conduit system.
- Building currently has no fire alarm system and should have a new zoned system installed in conjunction with a new fire sprinkler system.
- Currently, there is no emergency lighting or exit signage anywhere in the building. Add battery back-up emergency lighting and exit signs to illuminate paths of egress and exit locations.
- The entries to Restroom 103 and Restroom 104 are not handicap accessible. If this facility is to be brought up to current standards, than an accessible ramp is required to access the Restrooms. One ramp with a connecting sidewalk is proposed.

Fishing Bridge Repair Garage

- Virtually all log rafter tails are rotted. In comparing the cost of rafter tail replacement, including deck removal and replacement, with total rafter replacement, it is more cost-effective to replace wood decking with new decking and all log rafters with new log rafters. This work should be done at the same time as the roof replacement addressed in a separate Deficiency Sequence.
- The ends of the eave logs at the east end of the building are rotted. Replace 8' end section of eave logs. This work should be done at the same time as the rafter log and wood decking replacement addressed in a separate Deficiency Sequence.
- The ends of the horizontal "false" roof beams lookouts at the east end of the building are rotted. The diagonal braces are in good condition. Replace the horizontal lookouts.
- Truss type bracing members are not present at every rafter/collar tie (A-frame) assembly. This refers to the diagonal members that run between the horizontal and sloping members that make up the roof. The diagonal members were only observed at every other rafter space (or at 4'-0" spacing.) The wave in the roof is linked to this framing practice.
- At beam and column line across the interior of the garage: Connection from beam to support columns has rotated. Seismic stability of roof diaphragm and two masonry fireplaces is very questionable. Further seismic investigation by a qualified structural engineer is recommended.
- At some time in the past, sill logs at the east end of the building were replaced with squared timbers instead of logs to match the original construction. The short section of sill log to the right of the west service bay door on the south side of the building was also replaced with squared timbers.
- The vertical wall logs were modified (shortened) when the sill logs were replaced. Remove the timber sills and the modified vertical wall logs and install log sills and vertical wall log sills to match the original construction. The original log sills around the building are beginning to show signs of deterioration and should be replaced in kind within the next 5 years.
- The exterior windows are overdue for rehabilitation. The paint should be stripped and the windows should be repaired and painted. The presence of lead based paint should be assumed.
- The inside of the exterior windows are overdue for normal cleaning and maintenance painting. Lead based paint is likely to be present but poses no hazard as long it is left in place undisturbed and covered with barrier paint coatings.
- All of the exterior wood service bay doors are in poor condition and should be replaced in kind to match the historic doors. The hinges can be cleaned and re-installed – the balance of the hardware should be replaced.
- Wood frames can be patched and painted.
- The exterior hardware, doors and 2x wood frames for the openings into Rooms 100, 101 and 103 are in poor condition and should be replaced to match the original panel-style construction door construction.
- The door into Room 100 is currently abandoned and the new door should be fixed in place unless it is decided to re-activate this opening; likewise; for the door into Room 101.

(Fishing Bridge Garage cont'd)

- The existing cedar shake roof is in very poor condition and should be replaced. This work should be done at the same time as the rafter log and wood decking replacement addressed in a separate Deficiency Sequence.
- All interior walls are due for cleaning and painting except those in room 101. The concrete floor in Room 100 is due for painting.
- The ceiling in Room 100 is due for painting.
- The abandoned sink and tank in Room 101 should be removed.
- Existing pluming fixtures and domestic water piping system is dated and has been modified several times over the years. Replacement of entire system is recommended including new domestic water entrance, fixtures and hot/cold water piping.
- Indoor service/repair garage area does not have mechanical ventilation/exhaust. Install exhaust fan system with low inlets as required.
- Building currently has no fire protection and should be upgraded with a dry type fire sprinkler system. The convenience receptacles located in both the service and repair shops are not GFCI protected. Due to the concrete floors and the likelihood of water in these locations, these devices should be replaced with new GFCI receptacles. There is not a disconnecting means within sight of the electrical water heater.
- For safety and code compliance, add a new 30A, non-fused disconnect for the water heater on the wall.
- The existing lighting system for both the interior and exterior of the building currently uses some incandescent and old magnetic fluorescent technology resulting in inadequate lighting.
- The exterior lighting should be upgraded with some HID flood-type fixtures and the interior areas should be upgraded to electronic T-8 technology and industrial fixtures more suitable for this repair shop application.
- The existing telephone system wiring is ran exposed on the surface of the building, both interior and exterior, risking damage and service disruption. Install telephone cabling inside new 3/4" conduit system.
- Building currently has no fire alarm system and should have a new zoned system installed in conjunction with a new fire sprinkler system.
- Currently, there is no emergency lighting of exit signage anywhere in the building. Add battery back-up emergency lighting and exit signs to illuminate paths of egress and exit locations.

Fishing Bridge Dorm –

- The exterior windows are single-glazed aluminum. Several units have inoperable hardware. These units are near the end of their service life and should be replaced in the next 5 years.
- The exterior doors are not equipped with weatherstripping and thresholds and, at the least, are susceptible to dust and insect intrusion. Add weatherstripping and thresholds to exterior doors. The exterior doors and frames are due for normal maintenance painting.

(Fishing Bridge cont'd)

- The single-ply roofing system is fairly new and in good condition. Along the south-central area of the roof there are several knife cuts. This area should be cut out and replaced in kind with the same type of membrane.
- The interior doors are due for normal maintenance painting. The majority of the doors are wood, stained, and several exhibit damage from the use of stone doorstops. The wood doors should be repaired, primed and painted.
- The door to Bath 103 and Bath 104 are hollow metal and are rusted from exposure to high humidity caused by showering. These doors should be replaced with clad solid core wood doors.
- Interior painted wall surfaces are due for normal maintenance painting. The inside surface of the exterior walls is unfinished CMU and is not included for painting.
- Carpet throughout the building is due for replacement. As part of this work, the vinyl asbestos floor tile in Bedroom 102 and Bedroom 105 should be removed and the sheet vinyl in Lounge 101 and Corridor 118 should be replaced with carpet. Wall base should be added to all rooms with carpet.
- The floor in Restroom 108 is painted concrete. To provide a sanitary surface and improve cleaning, the floor should be surfaced with sheet vinyl flooring and have an integral sheet vinyl wall base.
- The gypsum board ceiling in Room 106 has been damaged by water and should be replaced.
- There are loose ceiling panels in Shower 107 and Corridor 118. These panels should be re-attached and the ceilings painted.
- The fixtures and toilet partitions in Restroom 108 are not handicap accessible. If this facility is to be brought up to current standards, then 1 accessible water closet, lavatory and urinal must meet ADA requirements.
- Domestic water entrance does not have backflow protection. Install reduced pressure backflow preventer at domestic water entrance. Existing domestic water heater is dated and nearing the end of its normal service life. Replacement with new high efficiency system is recommended in the near future.
- A portion of propane gas piping at building entrance is soft copper. This is not acceptable material for gas piping and should be replaced with schedule 40 black steel.
- Existing furnace is dated and nearing the end of its expected service life. Replacement with new high efficiency system is recommended in the near future.
- Building currently has no fire protection and should be upgraded with a dry type fire sprinkler system.
- Currently, there are no GFCI receptacles in any of the bathrooms of the dormitory. The only available receptacles in the bathrooms is the single, 2-prong outlet located in the existing vanity light fixture, which is not grounded and not GFCI protected. Recommend adding a dedicated GCFI receptacle in each bathroom. Also, the existing receptacle by the sink should be replaced with a new GFCI outlet and listed cover. There is a receptacle in one of the dorm rooms that is currently being held together with duct tape. Replace broken receptacle with a new device and cover plate.

(Fishing Bridge cont'd)

- The lighting in the existing dorm room is very dark, with not enough light to safely read by. There is currently only one incandescent ceiling mounted fixture in each room and one incandescent wall-mounted "reading" light. For enhanced see-ability, recommend replacing existing fixtures with T8 acrylic wrap fixtures in the rooms, replacing the wall mounted reading lights, and replacing the bathroom vanity fixtures as well.
- The existing telephone system wiring is ran exposed on the surface of the building, both interior and exterior, risking damage and service disruption. Install telephone cabling inside new 3/4" conduit system. The existing grounding system for the incoming telephone service consists of some metal plumber's tape wrapped around the exterior water hose bib. To correct this inadequate grounding, a new grounding electrode conductor should be installed from the building electrical service equipment in the mechanical room to the telephone service entrance location.
- The window blinds in Bedroom 112 does not operate correctly and should be replaced. The window blinds in Bedroom 116 need to be re-attached at the head. Entry to the building is not handicap accessible. If this facility is to be brought up to current standards, then an accessible ramp should be added to the west entry door into Corridor 118.

Canyon –
This station was built in 1956.

Service – This service station would continue to provide auto repair and wrecker service; year-round gas is available at 24-hour credit card pumps. The station provides important early and late season wrecker service and gas. The station would provide jump starts, gas assists, lock out assistance and tires.

Merchandising - In 2005, this station was renovated to accommodate merchandising. Merchandise includes visitor convenience items, single serve food items and merchandise associated with auto service. (20% of sales space).

Season - The basic season would be the first week in May through the first week in November.

Repair and Wrecker Service – Wrecker service would remain the latter part of May through the latter part of October.

Facility Construction/Maintenance – The underground storage tanks in this area were replaced in 1991. Public restrooms are accessible.

Noted Deficiencies

Canyon Station–

- A section of CMU to the right of the door into the Men's Restroom needs to be cleaned of surface contaminants and re-set with matching mortar.
- A section of CMU to the left of the door into the Women's Restroom needs to be cleaned of surface contaminates.
- In Service Garage: Missing anchors from bottom flange of roof w-beam into supporting CMU pilaster (located between overhead doors.)

(Canyon cont'd)

- At the top of the masonry wall located between the retail space and service garage: Missing anchors from bottom flange of w-beam (running along the top of the wall) into interior CMU wall. The CMU wall is primarily lateral load resisting element of the building. Load transfer from roof structure to CMU shear wall is deficient.
- The W8x lintel that spans over the window opening on the service end of the facility. No visible signs of damage, but concern that a middle support column was not installed per design. Further investigation is recommended.
- The door frames to the Men's and Women's Restrooms are due for maintenance painting.
- Three large service bay doors require replacement of door bottom seals followed by maintenance paint of the doors and frames.
- Roof downspout is located directly above unit heater flue and drains into it. Reinstall downspout with an offset to avoid flue.
- Hand wash sink needed in service / repair garage area.
- Emergency eye-wash station is required in service / repair garage area.
- Outside hose bibs do not have freeze protection and are not secure to the wall. Replace with non-freeze wall hydrant with vacuum breaker hose adapter.
- Domestic water entrance does not have backflow protection. Install reduced pressure backflow preventer at domestic water entrance.
- Previously abandoned flue is open to the building. Cap top of flue and seal weather tight.
- Previously abandoned air louver is located directly above unit heater flue. Cover outside of louver with insulated sheet metal panel and seal weather tight.
- Indoor service / repair garage area does not have mechanical ventilation / exhaust fan system with low inlets as required.
- Building currently has no fire protection and should be upgraded with a dry type sprinkler system.
- The receptacles located on the exterior of the building are not GFCI protected and do not have weather-proof covers on them. Replace with new GFCI receptacles and "continuous use" weather-proof covers.
- The convenience receptacles located in the repair shop are not GFCI protected. Due to the concrete floors and the likelihood of water in these locations, these devices should be replaced with new GFCI receptacles.
- There is not disconnecting means within sight of the electric water heater. For safety and code compliance, add a new 20A snap switch for a disconnecting means for the water heater.
- One of the existing wall lights has come disconnected from the building structure and should be re-attached.
- The existing telephone system wiring is ran exposed on the surface of the building, both interior and exterior, risking damage and service disruption. Install telephone cabling inside new ¾" conduit system.

(Canyon cont'd)

- Building currently has no fire alarm system and should have a new zoned system installed in conjunction with a new fire sprinkler system.
- Currently there is no emergency lighting or exit signage anywhere in the building. Add battery back-up emergency lighting and exit signs to illuminate paths of egress and exit locations.
- The asphalt concrete paving adjacent to the building is due for minor patching, crack filling and sealing.

Canyon Dorm –

- The exterior hollow metal doors and frames are due for maintenance painting.
- The walls in Kitchen 101, Bedroom 109 and Lounge 116 are due for maintenance painting. The balance of walls are not yet in need of painting.
- The ceramic tile floor and walls in Shower 107A exhibit mildew. Clean mildew and seal grout.
- The floor in Restroom 107 is bare concrete, sealed. To provide a sanitary surface and improve cleaning, the floor should be surfaced with sheet vinyl flooring and have an integral sheet vinyl wall base.
- The fixtures and toilet partitions in Restroom 107 are not handicap accessible. If this facility is to be brought up to current standards, then 1 accessible water closet, lavatory and urinal must meet ADA requirements.
- Wall grille missing from duct opening above door in room #8. Install a new grille in existing opening.
- Exhaust fans in toilet /shower rooms are old and noisy. Replace each with new fan and wall cap.
- Boiler rooms require a 1 hour fire rating around the entire room. Patch pipe penetrations and wall openings into room to maintain rating.
- Building currently does not have fire protection and should be upgraded with a dry type fire sprinkler system.
- Currently, there is only one GFCI receptacle in the kitchen area and it is not GFCI protected. Replace existing receptacle with a new GFCI receptacle and cover. The GFCI receptacles on the exterior of the building need to have the old flip lid covers replaced with "continuous-use" covers.
- The lighting in the existing dorm rooms is very dark, with not enough lighting to safely read by. There is currently only one incandescent fixture mounted on the ceiling in each room and most of the wall-mounted reading lights are broken. For enhanced see-ability, recommend replacing existing fixtures with T8 acrylic wrap fixtures in the rooms, replacing the wall-mounted reading lights, and replacing the bathroom vanity fixtures as well.
- There is currently a smoke detector located in every room in this building with the exception of the front common room, one should be added to maintain the "full coverage" of the building.
- Because of the added doorway in the corridor, and additional battery back-up emergency light needs to be added.
- Also need to add an exit sign over front entry door.

(Canyon cont'd)

- The asphalt concrete paving along the north and east sides of the building is in very poor condition and should be replaced.
- Entry to the building is not handicap accessible. If this facility is to be brought up to current standards, then an accessible ramp should be added either to the main entry at Vestibule 117 or to the exterior door at the west end of Hall 113.

Grant – This service station was constructed in 1970.

Service – This station is in a good location to serve visitors in the Grant Village area. Minor repairs will be done at this location with a limited parts and inventory available for visitors. The station will provide jump starts, gas assist, lock out assistance and tires.

Season – The Grant Village station would be open from mid-May until the end of September.

Noted Deficiencies

Grant Station –

- At the north and south exterior walls, wood siding has recently been painted.
- The east and west walls are due for painting of the wood siding.
- The wood fascia around the perimeter of the building is due for painting.
- The metal curbs at the fueling islands and the metal columns and column ties supporting the canopy are due for painting.

(Grant cont'd)

- Mortar joints in the stone veneer at the southeast and southwest corners of the building are in need of repointing.
- There is a crack in the CMU wall over the exterior window in Repair Storage 106, North elevation that should be repaired.
- There is a crack between the exterior CMU wall and the interior CMU partition wall of Repair Storage 106.
- The exterior wood windows in the east and west end walls are due for painting.
- The exterior hollow metal doors and wood frames are due for painting.
- The exterior overhead service bay doors are due for painting.
- The wood shake roof has reached the end of its service life and should be replaced. As part of this work the 8' section of damaged gutter at the northeast corner of the fueling canopy should be replaced.
- Except for sales 102 and Office 103, all interior walls will be due for painting in the next 5 years.
- The concrete floors in Sales 102 and Office 103 are due for painting.
- Emergency eye-wash station required in vehicle service / repair area.
- Domestic water entrance does not have a backflow protection. Install reduced pressure backflow preventer at domestic water entrance.
- Exhaust fan is missing its protective shroud/belt guard. Install protective guard as required.
- Building currently does not have fire protection and should be upgraded with a dry type fire sprinkler system.
- The parallel conductors feeding the fused disconnect for Panel "B" are incorrectly sized and need replaced for safety and code compliance.
- Panel "B" is currently used to feed all the heat in the building as well as some of the shop equipment and is undersized for the existing connected loads. Based on the size of the over-current protection for Panel "B", it should be replaced with a panel rated at 400A.
- Currently, there is no emergency lighting or exit signage anywhere in the building. Add battery back-up emergency lighting and exit signs to illuminate paths of egress and exit locations.
- The receptacles located on the exterior of the building are not GFCI protected and do not have weather-proof covers on them. Replace with new GFCI receptacles and "continuous use" weather-proof covers. The convenience receptacles located in both the service and repair shops are not GFCI receptacles.
- There is not a disconnecting means within sight of the electric water heater. For safety and code compliance, add a new 30A, non-fused disconnect for the water heater on the adjacent wall.
- One of the front exterior canopy HID fixtures is broken and needs replaced.
- Existing lighting system inside the building is old magnetic T-12 technology and should be upgraded to a new electronic T-8 lamps and ballasts. Not only would this be an energy saving opportunity but it would add some more light to the building (the service storage room, in particular, is very dark.)
- Building currently has no fire alarm system and should have a new zoned system installed in conjunction with the new fire sprinkler system.

(Grant cont'd)

- There is virtually no asphalt concrete pavement left around the entire building and all the way out to the main access road. Dust is creating ongoing problems with the electronics in the fueling pumps. The entire area to and around this building should be paved with asphalt concrete.

Old Faithful Upper Station – This station is a historic structure constructed in 1940.

Service – The Old Faithful Upper Service Station is self service and has auto repair. This location was constructed so that it could provide year-round gas and early and late season wrecker. The station provides jump starts, gas assist, lock out assistance and tires.

Merchandising – Items approved for sale includes limited visitor convenience items.

Season – Current season is from early May until late August. Old Faithful also provides year-round gas via the 24-hour service credit card pumps.

Wrecker Service – Wrecker Service is provided at this location.

Facility Construction/Maintenance – The Underground storage tank was replaced in 2004.

Noted Deficiencies

Old Faithful Upper Station –

- Exterior slab under West service canopy crawl space. The slab was previously replaced, but appears to be insufficient.
- The existing shoring beneath the slab at the West service canopy over crawl space appears inadequate for the anticipated vehicle loads. Two rows of adjustable steel shoring columns will support two shoring beams (eg. Double 2x12 beam.) 2x6 forming rafters will be installed across the beam line at 16" o.c. to support the plywood slab form. The shoring can be left in place or removed after the slab has

(Old Faithful Upper cont'd)

cured. It must be noted that additional investigation and design will require to confirm that this work is necessary and that structural
design is probably performed if the investigation reveals that the existing shoring is, in fact, deficient.

- Exposed rebar in concrete beam that spans between columns across middle of basement area.
- Ash pockets found in bottom of concrete beam. Exposed rebar found behind the ash.
- Log rafter tails at both canopies are rotted and require replacement. Remove 6' section of each rafter and lap splice new section of log. This work must be done in conjunction with roof replacement since roof deck must be removed and reinstalled.
- Attic space: No connector at purlin to truss connection.
- Log roof beam ends are rotted and require replacement.
- The roof beams in the east and west gables of the 2 canopies are "false" beams and require total removal and replacement.
- The roof beams in the north and south gables are "real" and require splicing.
- Remove section of each "real" beam and lap splice new section of log. This work can be done without removal and re-installation of roof deck.
- Barge rafter logs are rotted. Replace barge rafter logs and first course wood deck at each of the four gables. This work must be done in conjunction with roof replacement.
- End of 23 log rafters are beginning to be damaged by weathering. Patch log rafter ends and paint.
- The horizontal log roof beam in the south gable is rotted and requires replacement.
- The outer horizontal log roof beam in the west gable is rotted and should be replaced.
- The outer horizontal log roof beam in the east gable was removed at some time in the past and the beam pockets remain. To maintain the historic integrity of the building, the missing log beam should be replaced.
- The stone pillars at all 8 locations around the building exhibit deteriorated mortar joints should be re-pointed. New concrete caps should be added to the tops of all the pillars to protect the masonry.
- Replace missing log siding on north and south sides of east canopy.
- The existing air vent frames and screens in the 4 main building pillars are deteriorated and should be replaced.
- Questionable support of roof purlin (which supports rafters between trusses) at exterior gable end wall.
- There are no seismic connections between roof system (trusses) and the top of the concrete walls. Further seismic investigation by a qualified structural engineer is recommended.
- No header located over attic windows at each gable end wall.

(Old Faithful Upper cont'd)

- All exterior wood window elements are due for stripping, sanding and painting. It should be assumed that stripping will involve chemical removal of lead based paint.
- The existing wood shake roof is in poor condition and is due for replacement. This work should be coordinated with the roof rafter and beam replacement addressed in separate Component Sequences. The new roofing should be fire-retardant treated wood shakes.
- Hand wash sink with hot water needed in service/repair area.
- Domestic water entrance does not have backflow protection. Install reduced pressure backflow preventer at domestic water entrance. Domestic water piping at entrance is galvanized steel and should be replaced with type L copper and secured to structure with adequate pipe hangers.
- Outside hose bibb does not have freeze protection. Replace with non-freeze wall hydrant with vacuum breaker hose adapter.
- Building currently has no fire protection and should be upgraded with a dry type fire sprinkler system. Some of the receptacles located on the exterior of the building are not GFCI protected and do not have weather-proof covers on them. Replace unprotected devices with new GFCI receptacles and install "continuous use" weather-proof covers at all locations. The convenience receptacles located in the repair shop area are not GFCI protected. Due to the concrete floors and the likelihood of water in these locations, these devices should be replaced with new GFCI receptacles and covers. There is a conduit coming up out of the ground outside that has two sets of braided electrical wire in it. This wire is routed inside the building where it simply stops and the ends of the wire are taped. This unused electrical wiring should be disconnected and removed.
- Currently, the telephone booth is powered via exposed NM cable (Romex) on the outside of the building; recommend removing Romex, extending conduit and re-feeding with new conductors.
- The existing lighting in the repair shop and in the basement is very old and only about half of it is working; recommend replacing existing T12 fluorescent lights and incandescent' with new T8 fluorescent lights to match sales and office space. The existing exterior shop canopy is currently illuminated with only three incandescent fixtures, providing inadequate and unsafe lighting levels. Recommend upgrading the lighting system in this canopy with some HID fixtures, similar to fuel pump canopy.
- The existing telephone system wiring is ran exposed on the surface of the building, both interior and exterior, risking damage and service disruption. Install telephone cabling inside new ¾" conduit system.
- Building currently has no fire alarm system and should have a new zoned system installed in conjunction with a new fire sprinkler system.
- Currently, there is no emergency lighting or exit signage anywhere in the building. Add battery back-up emergency lighting and exit signs to illuminate paths of egress and exit locations.
- Asphalt concrete pavement on the west and south sides of the building is in poor condition and should be replaced.

Old Faithful Lower Station – This station is a historic structure constructed in 1927.

Service – The Old Faithful Lower Service Station is self service and has auto repair. This location was constructed so that it could provide year-round gas and early and late season wrecker. The station provides jump starts, gas assist, lock out assistance and tires.

Merchandising – Items approved for sale include limited visitor convenience items.

Season – Current season is from the end of June (due to the renovation of the Old Faithful Inn) until mid October. Old Faithful also provides year-round gas via the 24-hour service credit card pumps.

Wrecker Service – Wrecker Service is provided at this location.

Facility Construction/Maintenance – The station is attractive and appropriate for the Old Faithful area. The lower station has above ground storage tanks.

Noted Deficiencies

Old Faithful Lower Station –

- The log barge rafters at the east and west main gables are rotted and should be replaced. This work may be best performed when the roofing addressed in a separate Component Sequence, is replaced.
- Roof rafters (repetitive sloped members) over the restrooms are inadequate to resist anticipated loads from combined self weight of the structure with snow weight. Truss type bracing is used between rafters and ceiling joists. The connections are showing signs of separation and fatigue.
- The building is openly exposed to wind, which is a likely reason why the roof is a little loose.
- At the exterior canopy: Observed about a 2” separation between the log lintel and column. The separation is bad enough that the member could fail from inadequate bearing.
- At current condition, a stiff wind gust could collapse the canopy structure. Observed some movement in canopy structure and noted that seismic restraint

(Old Faithful Lower cont'd)

was not present. Slat type diaphragm does not adequately tie canopy to main building structure, therefore, the canopy may move independent of the main structure when experiencing a seismic event. At present condition, the canopy is at risk of becoming unstable and collapsing during a seismic event. Further seismic investigation by a qualified structural engineer is recommended.

- The exterior vertical and horizontal wall logs and lookouts are in poor condition in most locations and are a part of the exterior siding assembly.
- All logs and lookouts should be replaced as part of the overall exterior building rehabilitation addressed in separate Component Sequences.
- The siding elements of the canopy gable are in good condition and are excluded from this Component Sequence.
- The exterior horizontal wood lap siding is in poor condition and should be replaced. The siding elements of the canopy gable are in good condition and are excluded from this Component Sequence.
- The 2x6 wood sill plates along the south wall of main building are rotted and should be replaced with treated sill plates.
- Rot damage to the bottom of the 2x6 wall studs should be anticipated and treated "sister" studs should be installed beside, and attached to, the existing damaged studs. This work should be done as part of siding replacement addressed in separate Component Sequences.
- A small section of the existing beaded fir wood soffit in the fueling island canopy is damaged and should be replaced in kind. The balance of this soffit requires minor patching and painting.
- At exterior canopy: Observed separation of log column from exterior wall of building.
- The wood elements of the exterior windows should be chemically stripped, sanded, primed and painted. The presence of lead based paint should be assumed.
- The wood trim around the exterior perimeter of the windows in both Restrooms is in poor condition and should be replaced as part of the siding replacement addressed in a separate Component Sequence.
- The pair of exterior service doors in the south wall of the main building is in poor condition and should be replaced in kind. The exterior doors and frames to both restrooms are in good condition but are due for maintenance painting.
- The wood shingle roof is poor condition is and beyond its service life. Remove the existing shingles, replace decking where found and install new fire-retardant treated cedar shingles.
- The bare concrete floors in the restroom should be painted.
- Emergency eye-wash station required in service/repair area.
- Outside hose bibb does not have freeze protection. Replace with non-freeze wall hydrant with vacuum breaker hose adapter.
- Domestic water entrance does not have backflow protection. Install reduced pressure backflow preventer at domestic water entrance.
- Public toilet rooms do not have heating. Install 1,500 watt electric wall heaters in each restroom.
- Toilet exhaust not allowed to discharge into attic space. Extend duct up through roof and discharge outdoors.

(Old Faithful Lower cont'd)

- Indoor service/repair garage area does not have mechanical ventilation/exhaust. Install exhaust fan system with low inlets as required.
- Building currently has no fire protection and should be upgraded with a dry type fire sprinkler system. There is a receptacle located on the exterior of the building that is not GFCI protected and does not have weather proof cover. Replace unprotected device with new GFCI receptacle. Install "continuous use" weather-proof cover for new GFCI receptacle and for existing light. The convience receptacles located in the repair shop area are not GFCI protected. Due to the concrete floors and the likelihood of water in these locations, these devices should be replaced with new GFCI receptacles and covers.
- The existing incandescent lighting system currently used for the exterior fuel equipment area, restrooms, and canopy approach provides inadequate lighting. For safety and security, this lighting should be upgraded with HID fixtures.
- The existing telephone and antenna system wiring is ran exposed on the surface of the building, both interior and exterior, risking damage and service disruption. Install telephone cabling inside new ¾" conduit system.
- Building currently has no fire alarm system and should have a new zoned system installed in conjunction with a new fire sprinkler system.
- Currently, there is no emergency lighting or exit signage anywhere in the building. Add battery back-up emergency lighting and exit signs to illuminate paths of egress and exit locations.
- The Men's Restroom in not ADA accessible although it is equipped with ADA fixtures (the Women's Restroom is accessible.) Install a handicap ramp with railing to access the Men's Restroom.

Old Faithful Dorm –

- Connection of steel channel to concrete pier along perimeter of exterior deck.
- Excessive cracking in concrete topping slab at these areas indicates that movement has occurred.
- The exterior wood elements are in good condition but are overdue for staining. Stain wood siding, columns, beams and fascia. The soffit is well protected and is not in need of staining.
- There is minor mechanical damage to the exterior insulation and finish system (EIFS) in each exterior gable. Repair the EIFS and recoat each entire gable. The screen in the exterior storm door of Unit 2 is damaged and requires replacement. The exterior door and frame in Unit 7 into Entry 140 is due for painting.
- The interior of the building is in generally good condition.
- All gypsum board walls will be due for normal periodic maintenance painting in the next 5 years.
- All carpet will be due for normal periodic replacement in the next 5 years.
- All sheet vinyl flooring will be due for normal periodic replacement in the next 5 years.
- All gypsum board ceilings will be due for normal periodic maintenance painting in the next 5 years.
- The shower door frames have pulled loose and should be re-fastened with longer, course-thread screws.

(Old Faithful Lower cont'd)

- Most all fine tube heating covers have been damaged and should be replaced.
- Building currently has no fire protection and should be upgraded with a dry type fire sprinkler system. Some of the receptacles located in the exterior of the building are not GFCI protected and do not have weather proof covers on them. Replace unprotected devices with new GFCI receptacles and install "continuous use" weather-proof covers at all locations.
- The lighting in the existing dorm rooms is very dark, hardly enough to read by with only one compact fluorescent fixture in each room. For enhanced see-ability, recommend replacing existing fixtures with T8 acrylic wrap fixtures in the rooms and replacing the bathroom vanity fixtures as well.
- To further protect from weather and wildlife damage, the existing telephone service entrance cable and the other sensor cable should be installed in a metal conduit sleeve. The existing telephone and coaxial cabling for the building is currently just stubbed out of the mechanical room wall. For easier usage, install a new structured media enclosure for terminating and cross connecting the telephone and CATV wiring.
- The exterior ground surface adjacent to the exterior balconies appears to have settled slightly since original construction. The existing grade is in the range of 32" to 34" below balcony level. Code requires that this distance not exceed 30" unless 42" high guard rails are installed in accordance with section 1012 of the 2003 Edition of the International Building Code. The most cost effective solution is to adjust grade by regarding rather than installing guardrails.

Gardiner Administration Office & Warehouse – The administration office and warehouse are located in Gardiner within the Xanterra Parks & Resorts Transportation building that was constructed in 1927. YPSS occupies approximately 10,000 square feet to perform the duties of year-round warehouse and administration functions.

The Administration Office and Warehouse may be relocated during the term of the new contract.

EMPLOYEE INFORMATION

YPSS currently has a permanent staff of 4 and up to 60 seasonal employees. YPSS makes payroll deductions for its seasonal employee room and board charges (currently $10.15/day). Dormitories are assigned to YPSS at Mammoth, Canyon, Fishing Bridge, Grant Village and Old Faithful. YPSS has current agreements with Xanterra Parks and Resorts and Yellowstone General Stores to provide housing and food service for employees at various other locations throughout the park. Listed below is a chart of YPSS housing and employee food service information:

LOCATION	EMPLOYEES	HOUSING TYPE
Gardiner-Offices and Warehouse	4 Permanent 4 Seasonals	Private residences 2-Mobile homes 1-Small house
Mammoth-Station Winter Warming Hut (Snowmobile Fuel)	5 Seasonals 0 (Staffed by Xanterra Parks and Resorts)	1-Two room dorm-capacity-5 (NPS assigned) 1-2 in XPR dorms
Tower Junction Station	3 Seasonals	2-XPR cabins at Roosevelt Lodge
Canyon Station Canyon Repair Canyon Winter Fuel	7 Seasonals 4 Seasonals 0 (Pay at Pumps)	1-Dorm–9 rooms (NPS assigned) 2-RV sites (NPS assigned)
Fishing Bridge Station Fishing Bridge Repair Fishing Bridge Winter Fuel	7 Seasonals 6 Seasonals 0 (Pay at Pumps)	1-Dorm-13 rooms (NPS assigned) 3-RVsites ($105/biweekly plus utilities)
Old Faithful Upper Station Old Faithful Lower Station Old Faithful Repair Old Faithful Winter	3 Seasonals 4 Seasonals 3 Seasonals 0 (Pay at Pumps)	1 Dorm-12 rooms (NPS assigned) 2-RV sites (NPS assigned)
Grant Village Station Grant Village Repair	7 Seasonals 4 Seasonals	Dormitory Units-9 Rooms (NPS assigned) 3 RV sites (NPS assigned)

A Seasonal Employee Health Care Program is provided. This program is designed to help seasonal employees in Yellowstone National Park pay for their health care while working at the Park. This program is mandatory of all concession employees and a payroll deduction of
$.60 per day occurs. It is intended to supplement, not replace, other primary insurance that seasonal employees may have.

LOCATION	2006 OPERATING DATES
Mammoth Station Gasoline Sales	Friday, May 12- Sunday, October 8
Tower Station Gasoline Sales	Friday, June 9 – Monday, September 4
Canyon Station Gasoline Sales Credit Card Service at the Pumps Available All Season Wrecker Service Repair Service	Friday, May 5 - Monday, October 15 Friday, May 19- Sunday, October 15 Friday, May 26-Monday, September 4
Fishing Bridge Gasoline Sales Credit Card Service at the Pumps Available All Season Towing and Repair Service	Friday, May 19-Monday, September 11 Friday, May 26-Monday, September 4
Grant Village Gasoline Sales Towing Repair Service	Friday, May 26-Sunday, October 1 Friday, May 26-Monday, September 4 Friday, May 26-Monday, September 4
Old Faithful Upper Gasoline Sales Credit Card Service at the Pumps Available All Season Wrecker Service Repair Service	Friday, May 5-Monday, August 21
Old Faithful Lower (Opening dates based on the late opening of the Old Faithful Inn) Gasoline Sales Credit Card Service at the Pumps Available All Season Towing Repair Service	Friday, June 23- Sunday, October 15 Friday, May 19-Sunday, October 15 Friday, May 26-Monday, August 21

LOCATION	NUMBER OF EMPLOYEES	CONCESSIONER PROVIDING EMPLOYEE FOOD SERVICE
Gardiner	4	NA
Mammoth	5	Xanterra Parks and Resorts Employee Dinning Room (EDR)
Tower	4	Xanterra Parks and Resorts EDR
Canyon	11	Xanterra Parks and Resorts EDR
Fishing Bridge	13	Yellowstone General Stores EDR
Old Faithful	10	Xanterra Parks and Resorts EDR
Grant Village	11	Xanterra Parks and Resorts EDR

Total Park Staffing at Peak Season:

Organization	**Permanent Employees**	**Seasonal and Less than Full Full Time Employees**
Yellowstone General Stores.	28	675
National Park Service	387	451
Yellowstone Park Service Stations, Inc	4	60
Medcor, Incorporated	4	21
Xanterra Parks and Resorts	173	2,300

Information on Existing Services

Gardiner: YPSS administrative offices and warehouse are located in the Xanterra Parks & Resorts (XPR) transportation building. The office space is approximately 2,700 square feet and the warehouse is approximately 7,200 square feet.

Mammoth: The Mammoth Station is a 650 square foot building located in upper Mammoth.

During the winter season, YPSS provides fuel at the Mammoth Warming Hut The building is located near the Mammoth Terraces just off the Grand Loop Road, and is assigned to and operated by XPR.

Tower Junction: The Tower Junction Station is a 958 square foot building, located at Tower Junction on the Grand Loop Road.

The station opens in early June and closes in early September. Visitation to this area of the park is increasing during the fall and winter months due to the wolf reintroduction program and the popularity of "wolf watching" in the area.

Canyon Village: The Canyon Station is a 2,475 square foot building. The station is located at Canyon Junction on the Grand Loop Road.

The station provides gasoline, towing and minor repair services. Pay at the pump is available during the winter season to provide snowmobile/snowcoach fuel. Two wreckers are operated from Canyon during the summer.

Fishing Bridge: The Fishing Bridge Station is a 1,534 square foot building. The station is located adjacent to the road to East Entrance at Fishing Bridge. Pay at the Pump is available during the winter season to provide snowmobile/snowcoach fuel sold from this location. Two wreckers are operated from this location.

The Fishing Bridge Repair Facility is located adjacent to the service station and provides repair services.

Grant Village: The Grant Village Station, is a 4,842 square foot building located in the Grant Village developed area. The station also provides towing and minor repair services. One wrecker operated from this station.

Old Faithful Upper Station: The Upper Station at Old Faithful 2,162 square foot building. The building is located in the Old Faithful developed area. The station is open during the summer operating season, and gas is available through pay at the pump during the winter.

Old Faithful Lower Station: The Lower Station at Old Faithful is a 1,652 square foot building. The building is located in the Old Faithful developed area. The station is open during the summer operating season providing fuel, minor repairs and towing services. One wrecker is operated from this station, and gas is available through pay at the pump during the winter.

Each station sells ethanol, super unleaded, and diesel except at Tower where only ethanol and super unleaded are available. It is the intention of the NPS to ensure that environmentally preferable fuels are available throughout the park.

Under the current contract, YPSS maintains a limited inventory of parts and supplies and staff with the expertise to accomplish repairs or provide towing services for a full range of vehicles. Repairs currently include replacement of various engine and drive train components, brake service, tire and wheel service, electrical system diagnosis, and routine maintenance. Typically, engine and transmission overhauls, body work or machine work are not performed in the park. Occasionally, engines and transmissions are replaced.

YPSS operates six wreckers. Two are located at Fishing Bridge, two at Canyon, one at Grant Village and one at Old Faithful. During peak seasons, YPSS dispatches wreckers between 8:00 a.m. until 5:00 p.m. daily. After hours dispatching is currently provided by the NPS Communication Center. YPSS and the NPS have agreements with outside businesses to provide towing services when YPSS wreckers are not available.

OPERATING DATES AND OPERATING HOURS ARE APPROVED ANNUALLY BY THE NPS.

RECREATIONAL VISITORS
TRAVEL BY MONTH, ENTRANCE, LOCATION

JANUARY

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	12,155	17,447	6,536	1,163	0	37,301
2001	11,280	23,801	7,658	1,617	0	44,356
2002	11,237	22,057	5,880	1,212	0	40,486
2003	11,199	19,197	5,455	1,175	0	37,026
2004	11,429	8,362	3,024	561	0	22,817
2005	11,242	7,698	3,882	366	0	22,297
2006	12,100	8,042	4,110	423	0	23,989

FEBRUARY

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	12,433	25,068	8,622	1,440	0	47,573
2001	12,288	26,140	9,175	1,377	0	48,980
2002	14,667	27,532	8,014	1,789	0	52,002
2003	12,598	19,910	6,432	1,130	0	40,070
2004	14,804	10,779	4,498	535	0	30,030
2005	14,840	10,156	4,603	279	0	29,018
2006	13,855	10,466	4,798	294	0	28,823

MARCH

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	12,319	3,811	3,762	512	0	20,404
2001	11,681	2,553	3,776	475	0	18,485
2002	12,804	7,356	2,778	370	0	23,308
2003	11,346	4,893	2,010	225	0	18,474
2004	14,245	4,542	2,090	140	0	20,187
2005	12,458	3,221	2,292	708	0	17,324
2006	13,161	3,792	2,220	162	0	18,879

APRIL

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	18,984	8,885	0	0	0	27,869
2001	17,225	11,116	0	0	0	28,341
2002	15,446	11,357	0	0	0	26,823
2003	17,241	12,468	0	0	0	29,709
2004	18,556	14,392	0	0	93	32,434
2005	17,180	9,815	0	0	0	26,116
2006	19,417	10,421	0	0	0	29,381

MAY

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	53,383	93,348	33,912	22,932	11,239	214,814
2001	54,518	87,795	46,695	27,907	12,354	229,269
2002	47,173	95,515	45,449	26,714	12,241	227,092
2003	45,238	87,518	35,670	26,582	13,200	208,208
2004	45,803	96,119	43,863	22,622	10,061	216,905
2005	49,075	100,071	41,373	25,120	12,013	225,811
2006	50,880	99,994	40,112	26,997	14,167	230,762

JUNE

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	82,723	217,280	151,938	69,428	32,523	552,892
2001	81,543	194,920	131,422	71,660	28,192	507,737
2002	84,123	218,904	142,888	84,956	37,274	568,145
2003	92,712	227,931	147,047	79,092	36,428	583,210
2004	86,581	233,967	153,260	77,228	37,480	584,925
2005	89,401	242,840	141,365	60,356	29,017	560,242
2006	84,491	240,134	139,382	56,734	38,568	557,213

JULY

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	111,712	306,286	204,189	96,938	48,915	768,040
2001	110,802	286,155	195,147	89,007	43,624	724,735
2002	116,295	307,131	204,372	116,873	50,258	794,929
2003	118,526	315,110	201,631	127,691	50,014	812,972
2004	106,900	307,566	182,155	80,658	57,985	732,682
2005	108,728	327,196	194,968	75,321	39,531	743,165
2006						

AUGUST

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	101,753	266,230	145,094	84,834	36,193	634,104
2001	101,747	246,298	162,936	40,591	62,393	613,965
2002	102,943	268,627	153,025	96,086	42,585	663,266
2003	109,930	282,609	177,325	59,142	69,747	698,753
2004	96,858	274,133	160,746	86,745	41,752	657,869
2005	101,097	276,047	168,786	69,192	34,670	647,288
2006						

SEPTEMBER

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	67,666	131,988	88,962	40,745	23,134	352,495
2001	74,662	131,212	95,401	44,303	28,005	373,593
2002	76,526	149,104	102,685	55,243	30,402	413,960
2003	73,120	152,325	98,139	51,757	29,157	404,498
2004	75,553	164,224	95,745	35,997	37,001	406,327
2005	72,854	162,076	95,531	40,379	24,488	393,362
2006						

OCTOBER

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	32,043	54,995	31,552	15,353	6,841	139,784
2001	29,775	44,608	28,775	11,804	6,996	121,958
2002	30,062	59,090	31,169	15,788	7,546	143,655
2003	32,851	78,135	36,569	20,330	10,190	175,877
2004	31,668	60,832	27,668	1,644	15,753	135,605
2005	31,707	59,890	30,598	14,095	8,515	142,912
2006						

NOVEMBER

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	8,300	2,975	1,627	464	56	13,422
2001	14,270	2,448	2,009	495	363	19,585
2002	7,865	1,903	1,138	515	134	11,555
2003	5,862	1,438	871	276	0	7,967
2004	8,889	3,468	1,826	0	491	13,939
2005	7,972	2,574	762	339	482	11,505
2006						

DECEMBER

YEAR	NORTH	WEST	SOUTH	EAST	N. EAST	TOTAL
2000	8,476	13,808	4,107	911	0	27,302
2001	9,680	13,447	3,760	829	0	27,716
2002	10,051	5,750	3,497	393	0	19,142
2003	5,686	5,353	2,104	197	0	12,951
2004	8,478	3,438	3,100	209	0	14,597
2005	8,768	5,942	2,654	180	0	16,839
2006						

THREE YEAR GROSS RECEIPTS FOR YELLOWSTONE PARK SERVICE STATIONS

Basic Financial Information

Historically, reported revenue has been consistent from year to year. Annual reported gross revenues, for the past three years, are as follows:

Year	Gross Receipts
2003	$ 4,594,769
2004	$ 5,054,477
2005	$ 6,087,989

Approximately 1,874,918 gallons of gasoline are sold during the summer and 43,312 gallons during the winter months.

The prospectus will require offerors to develop financial projections based on the business to be operated and the projects required. Offerors should be appropriately cautious in the use of historical financial information. The NPS will not provide financial predictions; therefore, offerors are responsible for producing their own pro forma financial statements and relying upon their own financial predictions.

Utilities

Utility costs are based on actual meter readings. The NPS supplies water, sewer and solid waste disposal at current rates. All other utilities are purchased directly from private utility companies. Current utility rates are as follows:

Water	$3.989 per l,000 gallons
Sewer	$4.161 per l,000 gallons
Solid Waste	$509.57 per ton

Location	2006 Operating Dates	# of Dispensers	Tank Information	2005 Gallons Sold
Mammoth: Gasoline Sales (inc. Ethanol/diesel)	May 12-Oct. 8	5	3 Underground tanks- 24,000 gal. Date Installed – 1986	270,677
Mammoth Warming Hut Snowmobile Fuel	Dec.21-Mar. 5	1	1 Underground tanks-4,000 gal. Date Installed – 1989	10,557
Tower: Gasoline Sales (including Ethanol)	June 9-Sept. 4	4	2 Underground tanks-20,000 gal. Date Installed – l990	92,466
Canyon: Gasoline Sales (inc. Ethanol/Diesel) Towing Repair Service	May 5-Oct. 15 May 19- Oct. 15 May 24-Sept. 2	4	4 Underground tanks-81,000 gal. Date Installed – l991	483,126
Canyon: Snowmobile Fuel	Dec.21-Mar. 12	4	Same as Summer Operation	8,240
Fishing Bridge: Gasoline Sales (inc. Ethanol/diesel) Towing Repair Service LP Gas Sales	May 19-Sept. 11 May 26-Sept. 2 May 26-Sept. 2 May 19-Sept. 11	4	3 Underground tanks-45,000 gal. Date Installed – 1998	325,181
Fishing Bridge Snowmobile Fuel	Dec.18-Mar. 9	4	Same As Summer Operation	2,748
Grant Village: Gasoline Sales (inc. Ethanol/diesel) Towing Repair Service LP Gas Sales	May 26-Oct. 1 May 26-Sept. 4 May 26-Sept. 4 May 26-Oct. 1	8	2 Underground tanks–25,000 gal. Date Installed – 1993	289,087
Old Faithful Upper: Gasoline Sales	May 5-Aug. 21	3	4 Underground tanks-110,000 gal. Date Installed – 1997	240,646
Old Faithful Upper Snowmobile Fuel	Dec. 8-Mar. 9	3	Same As Summer Operation	20,561
Old Faithful Lower: Gasoline Sales Towing Repair Service	June 23-Oct. 15 May 19- Oct. 15 May 26-Aug. 21	4	3 Aboveground Tanks-35,000 gal. Date Installed - 1961	173,735

ASSIGNED LAND AND REAL PROPERTY IMPROVEMENTS (CONCESSION FACILITIES)

LAND ASSIGNED:

Land is assigned in accordance with the boundaries shown on the Land Assignment Maps (not to scale)

REAL PROPERTY IMPROVEMENTS ASSIGNED:

The following real property improvements are assigned to the concessioner for use in conducting its operations under this CONTRACT:

Building Number	Location	Description	Square Footage
5743	Gardiner	Office space in Xanterra's transportation building.	2,700
108394	Gardiner	Residence adjacent to Xanterra's transportation complex	690
14244	Mammoth	Service station – Construction date approx.1940	670
14245	Mammoth	Dormitory – Construction date 1945	1,125
14251	Tower Junction	Service station – Construction date 1962	958
14249	Canyon Junction	Service station – Construction date 1956	2,475
14250	Canyon	Dormitory – Construction date 1968	4,197
14247	Old Faithful	Lower service station – Construction date approx. 1927	2,162
14246	Old Faithful	Upper service station – Construction date approx. 1929	1,652
14248	Old Faithful	Dormitory – Construction date approx. 1989	4,088
14255	Grant Village	Service station – Construction date 1971	4,706
14256	Grant Village	Three Modular Dormitory Units	720 ea.
14257	" "		
14258	" "		
14252	Fishing Bridge	Service station – Construction date approx. 1927	1,534
14253	Fishing Bridge	Repair shop – Construction date approx. 1928	2,970
14254	Fishing Bridge	Dormitory – Construction date approx. 1959	2,832

Following is a list of mobile homes assigned to the Concessioner

Location	Description	Square Footage
Gardiner	Embassy trailer – 1968 model	517
Gardiner	Geer trailer – 1959 model	440

Personal Property owned by the Government and Assisgned to the Concessioners

There is a substantial amount of government owned personal property assigned to this operation. A complete listing of property will be included in the prospectus. As property nears it's useful life, or if irreparable, the concessioner will be expected to purchase new equipment as required by the contract.